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BOOSTER TRAIN

Carrying Members of Cincinnati Commercial Association Visited this City Last Friday

Warmly Welcomed Here and Left With Good Impression of Barbourville

The much heralded Cincinnati Commercial Club Booster Train which had been on a week's tour of Kentucky and Tennessee and were on the last lap of their return trip, arrived in this city last Friday morning at 8:45 and paid us a visit, and they lived up to all advance notices as far as boosting was concerned.

The "Special" consisted of eleven cars: sleepers, chair cars, diners, observation car and a commissary car, and there were, besides the members of the Weber band, one hundred and twenty-two loyal citizens of Cincinnati who knew that Cincinnati was the best city on earth and they did not hesitate to let others know that this was a fact, and if there were those "from Missouri" who doubted this fact they were quickly shown. There were bankers, wholesale men, newspaper men, a college professor, commercial men of all branches and a number of the city officials of Cincinnati. It was regretted that Mayor Hunt was compelled to leave the excursion at Chattanooga and return home on account of business and did not visit this city.

When the train pulled up at the station there were several citizens waiting there to welcome them, but the large bulk of crowd was assembled on the court house square where Judge Sampson was waiting to extend a welcome to them in behalf of the city of Barbourville. The weather was threatening and it looked as though rain would begin falling at any time, and anyone bent on a less important mission would have hesitated before starting over to town, but not so with the boosters, they hoisted umbrellas, covered with advertising of Cincinnati, and, preceded by the band, marched to the court house. Here they were met by a large crowd, Union College, the Baptist Institute and the High School having dismissed long enough to allow their students to be present.

After a short address of welcome by Judge Sampson, Mr. Wm. T. Johnson, president of the Wm. T. Johnson Co., spoke briefly of Cincinnati as a commercial center, and concluded with a series of illustrations of the reasons why they were here and why they could not stay longer. Mr. Geo. F. Dieterle, president of the Cincinnati Commercial Association, then made a short talk on the Association, its organization and purpose. An interesting co-incident of their visit to this city was the fact that Mr. L. D. Sampson, who is a brother of Judge F. D. Sampson who made the address welcoming them to this city, was the man who organized and reconstructed the Cincinnati Commercial Association. Prof. Wm. Hammond Parker, of the University of Cincinnati, then spoke to the students assembled, telling them of the opportunities of that institution.

Time was then up, and after expressing their appreciation of the hospitality and cordial welcome tendered them while here, started on their return trip to the depot. Hardly had they started before the rain, which had been threatening all morning, began to fall, and every member who had failed to bring along an umbrella was drenched before arriving at the car.

The purpose of this trip was to

bring about a closer relationship between the commercial interests of Cincinnati and the other cities visited on this tour of two states. They stated that Cincinnati men did not want something for nothing, but that they wanted the people of this district to ship them their raw material and let them make it up into materials of usefulness and then let them ship it back to them. Not one member who had not visited this section for the past few years but was amazed at the wonderful development of the natural resources of our section, and predicted great things for us in the near future.

The next stop was made at Corbin where they again encountered rain. A few more stops were made between here and Cincinnati and they arrived home Friday night after having been out since the Monday morning previous.

ROSTER OF PARTY.

Cincinnati Commercial Association's Trade Excursion to the South, April 22-26, 1912.

LEE EDWARD ACH, The Samuel Ach Co., Wholesale Millinery.
CHARLES H. BLOMBERG, Union Distillery Co.
CHARLES E. BASLER, Assistant Manager, The Alma & Doope Co., Wholesale Dry Goods, Notions and Carpets.
HENRY M. BLOUSE, Auditor, The Calk Brothers Co., Commission Merchants, Flour, Grain and Mill Feed.
GERSON J. BROWN, The J. B. Moos Co., Wholesale Cigars.
PETER BUCHERT, President, Ansonia Copper & Iron Works.
WALTER C. BALLARD, Bellsmith's Studio, Official Photographer, Photographic Portraits.
JOSEPH M. BOSSONG, Cincinnati Enquirer, Weekly.
E. H. BARDES, President, E. H. Barde Range & Foundry Co., Manufacturers of Stoves, Ranges, Gas Ranges, etc.
HENRY W. BACKUS, Cobb, Howard & Bailey, Attorneys at Law.
G. C. BLACKBURN, Division Passenger Agent, C. N. O. & T. P. Ry.
W. A. BECKLER, General Passenger Agent, C. N. O. & T. P. Ry.
JOSEPH BERNING, President, The Joseph Berning Printing Co., Member, Council-at-Large.
E. J. BECKER, Secretary, The H. Belmer Co., Nails, Wire and Wire Goods.
ROBERT G. CAREW, Vice-President, The Mabley & Carew Co., Cincinnati's Great Retail Store.
A. J. CHAMBERS, Traveling Salesman, Wm. T. Johnson Co., Machinery and Mill Supplies.
C. S. CLARK, Manager, Western Newspaper Union, Plate and Ready Print Publishers. (Newspaper Auxiliary Service.)
W. R. CURRY, J. Chas. McCullough, Seeds, Agricultural Supplies, etc.
W. C. CULKINS, Superintendent and Executive Secretary, Chamber of Commerce.
A. C. DODGE, Assistant Manager, Fairbanks, Morse & Co., Manufacturers, Scales, Pumps, Engines, etc.
CHARLES DONDERS, The John Shillito Co.
CARL DEHONEY, Secretary and Manager, Cincinnati Commercial Association.
GEORGE F. DIETERLE, President, Cincinnati Commercial Association, Treasurer, Union Distilling Co.
T. J. DAVIS, Cashier, First National Bank.
SI. P. EGAN, Vice-President and General Manager, J. A. Fay & Egan Co., Wood working Machinery.
HARRY J. ESTERMAN, President, Esterman-Verkamp-Murphy Co., Wholesale Groceries.
M. FELLHEIMER, Kahn, Fellheimer & Co., Wholesale Hats, Caps, Gloves.
GEO. A. FICKER, Salesman, The Christian Moorehead Brewing Co.
WM. F. FOY, President, The Foy Paint & Glass Co., Dealers in Paints, Painters' Supplies and Glass.
AUGUST FERGER, The Ferger Grain Co., Dealers in Grain, Hay, Mill Feed, etc.
W. E. FOX, Well, Roth & Co., Municipal and Corporation Bonds.
LEVI C. GOODALE, Superintendent, Grandstreet Co., also Trustee Cincinnati Southern Ry.
L. C. GAINET, Secretary, The Storrs-Schneider Co., Tailors to the Trade.
JAMES GILMORE, Architect.
HARRY MEISS, Reins & Meiss, Wholesale Notions, Cloaks, etc.
T. C. HARDESTY, Kahn, Fellheimer & Co.
L. T. FOLZ, Secretary and Treasurer, The Cincinnati Process Engraving Co.
WM. A. HOPKINS, County Treasurer.
RON. HENRY T. HUNT, Mayor of Cincinnati.
W. A. HOPPLE, Vice-President, The John Shillito Co., Wholesale and Retail Dealers in Dry Goods, Cloaks, Notions, Furniture, Carpets, etc.
JOSEPH H. HENRY, Salesman, The Lunkenhimer Co., Brass Specialties.
FRED HENN, Assistant Steward, Commissary Car.
BEN. HELLMAN, Steward, Commissary Car.
MORRIS ISAAC, Morris Isaac & Sons, Wholesale Notions and Furnishing Goods.
TOM JONES, President, The Tom Jones Engraving Co., The Tom Jones Art Publishing Co.
HARRY G. JOHANNING, Earls & Johannings, General Insurance.
DAVID C. JONES, Secretary, The Lunkenhimer Co., Brass Specialties.
WM. T. JOHNSTON, President, The Wm. T. Johnson Co., Machinery and Mill Supplies.
E. F. KIRK, Special Agent, The Provident Life & Trust Co.
HERMAN KIRSCHNER, The Herman Kirschner Brewing Co.
H. C. KLOECKER, Cincinnati Enquirer, Daily.
IRWIN KROHN, President, Krohn, Fehrmann Co., (Red Cross Shoes) Shoe Manufacturers.
WM. B. KESTER, Jr., Cincinnati Commercial Association.
F. H. LAWSON, President, The F. H. Lawson Co., Tin Plate, Copper, Sheet Iron, Tinware, Tinner's Tools, Machines.
CHARLES LUDWIG, Cincinnati Times-Star.
J. S. LOUIS, Sales Manager, Triumph Electric Co. and Triumph Ice Machine Co.
MORRIS STRAUSS, President, French Dental Dry Cleaning Co.
SAMUEL MAYER, Secretary and Treasurer, The Isaac Fallers' Sons Co., Men's, Boy's and Children's Clothing.
R. H. MEYER, President, The Meyer, Wise & Kallen Co., Wholesale Ladies' and Gentlemen's Furnishings.
FREDERICK J. MAYEL, Assistant Cashier, Fifth Third National Bank.
HENRY MORGENSTHALE, Vice-President, Title Guaranty & Trust Co.
CHARLES G. MULLANE, President, The John Mullane Co., Candles.
D. L. MATHES, The H. H. Mathes Co.

Continued on last page

IT IS NOW TIME TO LAY OFF YOUR WINTER UNDERWEAR AND WOOL HATS

We can supply you in all the latest styles and best qualities. A straw hat for every man, boy and girl in town can be had at our store at unexcelled prices. Ladies' Misses', Men's and children's hose from the finest silks to the cheapest, can be had at our store.

GROCERIES AND HARDWARE

Goods still piling in and bargains still being offered trade still increasing.

To The Teamster--We have the best line of horse collars ever on sale in this city; a new, bought direct from manufacturer prices lower than ever; and quality better.

OLE, HUGHES & COMPANY DEPARTMENT STORE

Our Working Team:

Matt Cole, Jack Hughes, Allie Howes, W. J. Cole

THE FIRST NATIONAL BANK GROWS AND GROWS

Its assets were on

April 11, 1912	\$234,612.49
January 1, 1911	153,640.59
Increase for 1 yr., 3 mo.	80,971.90
April 11, 1912	\$234,612.49
April 11, 1911	166,612.69
Increase for last year	67,999.80

Can any Bank of Eastern Kentucky make such a fine showing in progress?

This growth is due to the fair and courteous treatment GIVEN TO ALL :

To the fact that it has more stockholders and more wealth behind it than any other bank in Eastern Kentucky :

To the fact that it is the largest United States Depository in Eastern Kentucky :

It is absolutely safe and pays 3 per cent on time deposits

First National Bank, Barbourville, Ky.

Court News

One of the most important suits that has ever been filled in this court and is of more interest to more people is the one filed, Saturday last week by Hon. Joseph B. Snyder, Commonwealth's attorney, in which he seeks to recover from Mary Goodwin and seventy four other defendants the 36,000 acres of land known as the John Lewis and Kincaid tract, which they claim under the old Virginia land grants. Mr Snyder seeks to recover this land for the Commonwealth, and in doing so those who live upon these lands can then quiet the title to

their lands, which they now hold and live upon, and upon which they have lived for two generations and have raised their families.

P. D. Black Honored

P. D. Black is in receipt of a letter from Secretary Wilson, of the Kentucky Intercollegiate Debating Society requesting him to act as a judge in a debate between State University and Transylvania to be held in Lexington May 10th. It is not often that a man from this section is selected by those from the Bluegrass for such places and we feel that Mr. Black was signally honored by his selection as one of these judges.

WRECK OF THE "TITANIC"

How The World's Greatest Steamship Went Down With 1,600 Souls

The following article appeared in last week's Scientific American and is farther from yellow journalism and appears to be nearer the true facts and conditions concerning the recent disaster than any account yet published. Our readers will do well not to overlook this article.—EDITOR

In the long list of maritime disasters there is none to compare with that which, on Sunday, April 14th, overwhelmed the latest and most magnificent of the ocean liners on her maiden voyage across the Western Ocean. Look at the disaster from whatever point we may, it is and out stupifying in its horror and prodigious in its many-sided significance.

The "Titanic" stood for the "last word" in naval architecture. Not only did she carry to a far greater degree than any other ship the assurance of safety which we have come to associate with mere size; not only did she embody every safeguard against accident, known to the naval architect; not only was there wrought into her structure a greater proportionate mass of steel than had been put into any, even of the recent giant liners; but she was built at the foremost shipyard of Great Britain, and by a company whose vessels are credited with being the most strongly and carefully constructed of any afloat.

To begin with, the floor of the ship was of exceptional strength and stiffness. Keel, keelson, longitudinal and inner and outer bottoms, were of a weight, size and thickness exceeding those of any previous ship. The floor was carried well up into the sides of the vessel, and in addition to the conventional framing, the hull was stiffened by deep web frames—girders of great strength—spaced at frequent and regular intervals throughout the whole length of the vessel. Tying the ship's sides together were the deck beams, 10 inches in depth, covered, floor above floor, with unbroken decks of steel. Additional strength was afforded by the stout longitudinal bulkheads, in the wake of the boiler rooms, and, incidentally, by their water tight construction, served, or rather in view of the loss of the ship, we should say were intended to serve, to prevent water, which might enter through a rupture in the ship's outer shell, from finding its way into the boiler rooms.

As a further protection against sinking, the "Titanic" was divided by 15 transverse bulkheads into 16 separate watertight compartments; and they were so proportioned that any two of them might have been flooded without endangering the flotation of the ship.

Furthermore, all the multitudinous compartments of the cellular double bottom, and all the 16 main compartments of the ship, were connected through an elaborate system of piping, with a series of powerful pumps, whose joint capacity would suffice to greatly delay the rise of water in the holds, due to any of the ordinary accidents of the sea involving a rupture of the hull of the ship.

Finally there was the security against foundering due to vast size—a safeguard which might reasonably be considered the most effective of all. For it is certain that with a given amount of damage to the

hull, the flooding of one compartment will affect the stability of a ship in the inverse ratio of her size—or, should the water-tight doors fail to close, the ship will stay afloat for a length of time approximately proportional to her size.

And so, for many and good reasons, the ship's company who set sail from Southampton on the first and last voyage of the world's greatest vessel believed that she was unsinkable.

And unsinkable she was by any of the the seemingly possible accidents of wind and weather or deep-sea collision. She could have taken the blow of a colliding ship on bow, quarter or abeam and remained afloat, or even made her way to port. Bow on, and under the half speed called for by careful seamen-ship, she could probably have come without fatal injury through the ordeal of head-on collision with an iceberg.

But there was just one peril of the deep against which this mighty ship was as helpless as the smallest of coasting steamers—the long, glancing blow below the waterline, due to the projecting shell of an iceberg. It was this that sent the "Titanic" to the bottom in the brief space of 2½ hours, and it was her very size and the fatal speed at which she was driven, which made the blow so terrible.

The "Titanic," with the sister vessel "Olympic," set the latest mark in the growth of the modern ocean liner toward the ship one thousand feet in length. The "Britannia" of 1840 was 207 feet long; the "Scotia" of 1862 was 379 feet and the "Bothnia" of 1874, 420 feet long. The "Servia" in 1881 was the first ship to exceed 500 feet with her length of 515 feet. In 1893 the "Campania" carried the length to 625 feet, and the first liner to pass 700 feet was the "Oceanic," whose length on deck was 704 feet. The "Mauretania" was 10 feet short of 800 feet; and then with an addition of nearly 100 feet the "Olympic" and "Titanic" carried the over-all length to 882½ feet; the tonnage to 46,000 and the displacement to 60,000. The indicated horse-power of the "Titanic" was 50,000, developed in two reciprocating engines driving two wing propellers and a single turbine driving a central propeller. The ship had accommodations for a whole townful of people (3,556, as a matter of fact), of whom 750 could be accommodated in the first class, 550 in the second, and 1,200 in the third. The balance of the company was made up of 63 officers and sailors, 322 engineers, firemen, oilers, and 471 stewards, waiters, etc.

When the "Titanic" left Southampton on her fatal voyage she had on board a total of 2,340 passengers and crew. The voyage was uneventful until Sunday, April 14th, when the wireless operator received and acknowledged a message from the "Amerika," warning her of the existence of a large field of ice into which her course would lead her toward the close of the day.

The "Titanic" had been running at a steady speed of nearly 22 knots having covered 545 miles during the day ending at noon April 14th; yet, in spite of the grave danger presented by the ice field ahead, she seems to have maintained during Sunday night a speed of not less than 21 knots. This is made clear by the testimony of Mr. Ismay, of the White Star Line, who stated at the Senate investigation that the revolutions were 72 as against the 78 revolutions which gave her full speed. She could make about 22½ knots at full speed, and 72 revolutions would correspond to about 21 knots.

How such an experienced command-

(Continued on page 4.)